Amendments to the Specification:

Please replace the paragraph beginning on page 2, line 17, with the following rewritten paragraph:

According to an aspect of the invention there is provided a nozzle guide vane or turbine rotor blade for a gas turbine engine; the said vane or blade comprising an aerofoil having a pressure wall and a suction wall and at least one aerofoil internal cavity between the pressure and suction walls for conveying cooling air through the aerofoil, and at least one aerofoil platform adjacent and generally perpendicular to the aerofoil, the platform having at least one internal cavity with ~~a pressure wall and a suction wall on respective sides of the aerofoil on one side of the platform cavity~~a platform pressure wall on the pressure wall side of the aerofoil on the aerofoil side of the platform cavity, and a platform suction wall on the suction wall side of the aerofoil on the aerofoil side of the platform cavity, the platform cavity being divided into at least two chambers including a first chamber for receiving cooling air for cooling the said platform pressure wall and a second chamber for receiving cooling air for cooling the said platform suction wall, wherein the said first cavity is in flow communication with the said aerofoil cavity for discharge of at least part of the cooling air entering the first chamber to the said aerofoil cavity. In this arrangement the nozzle guide vane or turbine rotor blade comprises an under platform cavity divided into at least two sections, the first of which feeds the aerofoil cavity to provide a top up flow for aerofoil cooling.

Please replace the paragraph beginning on page 5, line 14, with the following rewritten paragraph:

Figure 3 is a perspective part cut-away view of a nozzle guide vane according to an embodiment of the invention; ~~or and~~and

Please replace the paragraph beginning on page 7, line 17, with the following rewritten paragraph:

The size, shape and spacing of the impingement holes 46 into the chamber 48 is such that the holes generate relatively weak impingement jets of cooling air against the platform pressure wall 42 on the opposite side of the chamber, that is to say the pressure drop across the holes is relatively small in comparison to the overall pressure of the cooling air admitted into the chamber 48 from the plenum 36. In contrast the impingement holes ~~48~~ 46 that feed the trailing edge cavity 50 are of a shape, size and spacing suitable for generating relatively high velocity impingement jets of cooling air against the platform suction and trailing edge wall 44. The relatively high pressure drop across the holes 46 in the chamber 50 enables a relatively low flow of cooling fluid to be used to cool the platform suction and trailing edge wall 44. The cooling air entering the second chamber 50 exits the chamber through an array of parallel exhaust slots 62 in the trailing edge 66 of the platform. The cooling air entering the first chamber 48 exits the chamber with a relatively high pressure into the aerofoil internal cavity 52 through which it is conveyed with its thermal capacity being used to cool the aerofoil suction and pressure walls as it flows along the aerofoil section.